BookletChart™

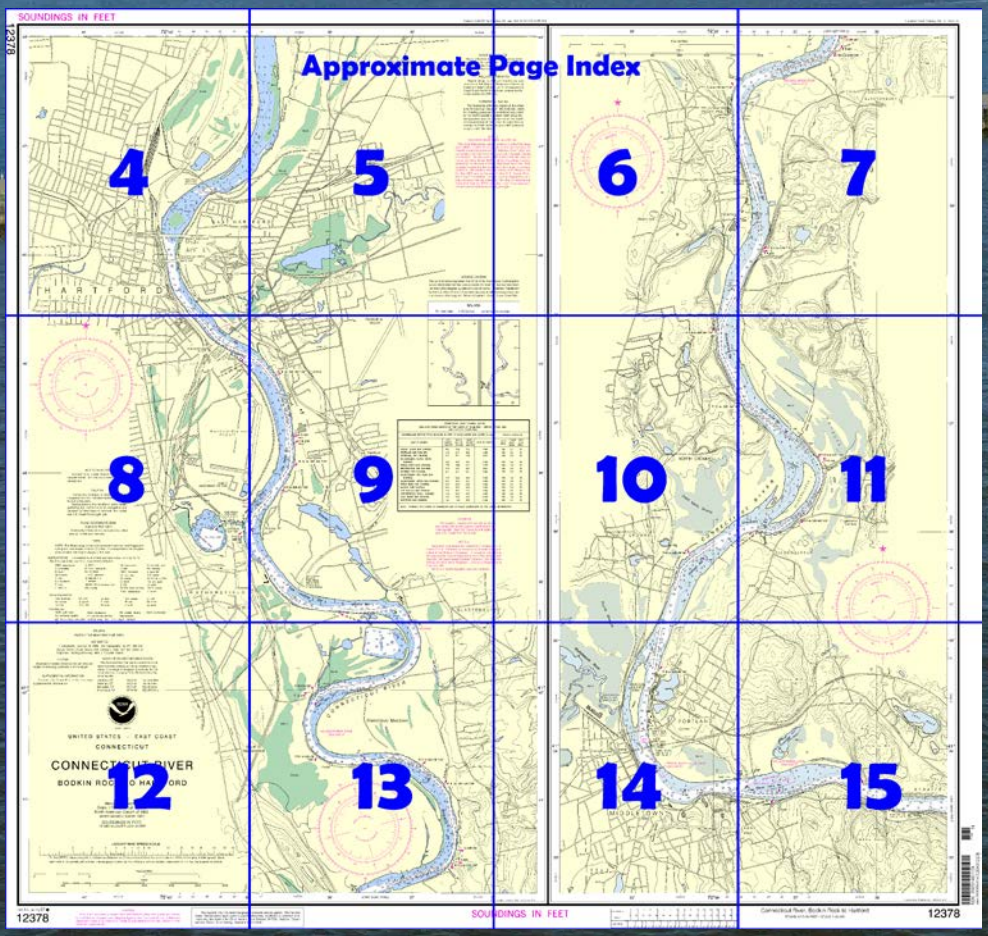
Connecticut River – Bodkin Rock to Hartford

NOAA Chart 12378

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

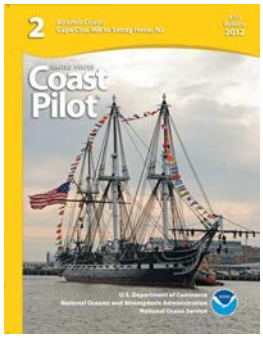
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12378.



(Selected Excerpts from Coast Pilot)
Connecticut River rises in the extreme northern part of New Hampshire, near the Canadian border, and flows southerly between the States of Vermont and New Hampshire and across Massachusetts and Connecticut to Long Island Sound. It is approximately 375 miles long and is one of the largest and most important rivers in New England. The head of commercial navigation is at Hartford, about 45 miles from the mouth. Waterborne commerce on the river is mostly in petroleum products and chemicals.
The river water is fresh at and above Deep River. Each year after the spring freshets, shoals with least depths of 10 feet are found in places on bars in the upper river; dredging to remove such shoals is begun as soon as the water subsides.
Between the entrance and Middletown the river banks are hard and in some places rocky, but between Middletown and Hartford the river flows through alluvial bottom land, where freshets and ice jams may cause shoaling.
The channel above the jettied entrance channel usually follows the banks on the outside of the curves of the river, except through the dredged cuts across the bars which are marked by navigational aids.
Anchorages.–Secure anchorage can be had eastward or northeastward of Lynde Point Light. Farther up anchorage can be selected in the wider parts of the channel. Special anchorages are at Old Saybrook, Essex, Chester, Lord Island, Eddy Rock Shoal in the vicinity of Connecticut River Light 45, and Mouse Island Bar vicinity. (See **110.1** and **110.55,** chapter 2, for limits and regulations.)
Dangers.–Saybrook Outer Bar, which obstructs the mouth of the Connecticut River, is shifting, with depths of 2 to 12 feet extending nearly 2 miles off the mouth; it is marked off its southeastern end by a lighted bell buoy.
In 1976, obstructions were reported in the channel at the railroad bascule bridge 3 miles above the mouth of the Connecticut River; a least depth of 13 feet is reported in the channel in area 40 to 50 feet from the east abutment of the bridge. Mariners requiring greater depths are advised to avoid this area of the channel during passages.
Bridges.–Several drawbridges and fixed bridges cross Connecticut River between the entrance and Hartford. The distance above the mouth, type, and clearance of each bridge follows: 3 miles, railroad with bascule span, 19 feet; 3.5 miles, Raymond E. Baldwin (IS 95) Bridge, fixed highway, 81 feet; 14.6 miles, State Route 82 highway with swing span at East Haddam, 22 feet; 27.8 miles, railroad with swing span at Middletown, 25 feet; 32.2 miles, Arrigoni Bridge (State Route 66), fixed highway, 89 feet; 41.2 miles, Wm. H. Putnam Bridge (State Route 3), fixed highway near Wethersfield, 80 feet over main channel; 44 miles, **Charter Oak Bridge (U.S. 5/State Route 15),** a fixed highway bridge at Hartford, 69 feet for a width of 215 feet; 44.9 miles, Founders Bridge, fixed highway, 49 feet; 45.2 miles, Bulkeley Bridge (I-84), fixed highway, 39 feet; and 46 miles, fixed railroad, 28 feet. (See **117.1 through 117.59 and 117.205,** chapter 2, for drawbridge regulations.)
Tides.–The time of tide becomes later and the range diminishes in progressing up the river. High water and low water at Hartford occur about 4.5 and 6 hours later, respectively, than at the entrance.
Currents.–At the entrance the currents have considerable velocity at times and always require careful attention, as the tidal current of the sound often sets directly across the direction of the current setting out or in between jetties. This condition is reported to be especially dangerous during the first 3 hours of ebb tide. (Consult the Tidal Current Tables for times and velocities of currents at a number of locations in Connecticut River.)
During the ebb, a strong current runs from the Lyme Landing toward the center of the railroad bridge. Towboats with vessels in tow should steer for the east pier of the draw and should not swing out for the draw until almost in it, to avoid being set to the west side of the channel. Because of river discharge, the ebb current usually will be considerably stronger than the flood. Ebb current velocities of 1 knot or more have been observed under normal conditions on the bars in Connecticut River between Higganum and Hartford; velocities of flood currents are less.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Feb. 18/12
Corrected through LNM Feb. 7/12

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 41° 40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.359" northward and 1.680" eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hartford, CT	WXJ-41	162.475 MHz
Meriden, CT	WXJ-42	162.400 MHz
New London, CT	KHB-47	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

TIDES

NOTE: The Mean range of the tide between Hadlyme and Higganum during low river stages is about 2½ feet. The range becomes progressively smaller with higher stages of the river.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CONNECTICUT RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2011
AND SURVEYS TO SEP 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MOUSE ISLAND BAR CHANNEL	15.0	12.7	10.9	8-10	150	0.7	15
PORTLAND BAR CHANNEL	12.6	12.4	13.1	8-10	150	0.3	15
CROMWELL BAR CHANNEL	13.7	13.1	12.3	8-10	150	0.6	15
GILDERSLEEVE ISLAND SHOAL CHANNEL	11.7	13.8	8.5	8-10	150	0.9	15
PISTOL POINT BAR CHANNEL	7.4	7.4	8.7	8-10	150	1.0	15
BROWNSTONE BAR CHANNEL	12.8	11.5	10.7	8-10	150	0.9	15
DIVIDEND BAR CHANNEL	8.9	9.1	9.4	8-10	150	0.6	15
GLASTONBURY-TWO PIERS BAR CHANNEL	12.0	12.7	13.7	9-10	150	1.2	15
GLASTONBURY UPPER BAR CHANNEL	13.5	13.5	13.7	9-10	150	0.9	15
PRESS BARN BAR CHANNEL	13.4	13.8	14.6	9-10	150	0.1	15
NAUBUC BAR CHANNEL	13.8	8.3	6.4	9-10	150	0.5	15
CVS HOLLOW BAR CHANNEL	15.0	14.7	13.4	9-10	150	0.5	15
WETHERSFIELD SHOAL CHANNEL	11.6	11.7	13.0	9-10	150	0.4	15
CLAY BANKS BAR CHANNEL	9.9	10.5	11.3	9-10	150	1.6	15
HARTFORD BAR CHANNEL	10.1	8.4	8.6	9-10	150	0.4	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

38' 37' 640000 36' 48' 47' 46' 45'

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.359" northward and 1.680" eastward to agree with this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

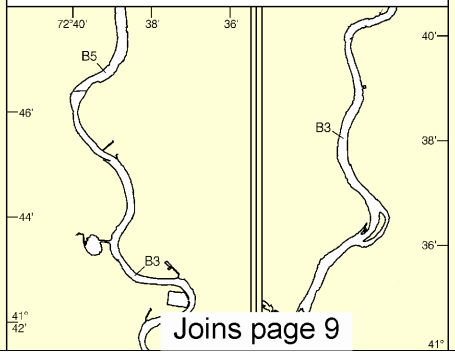
Covered wells may be marked by lighted or unlighted buoys.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

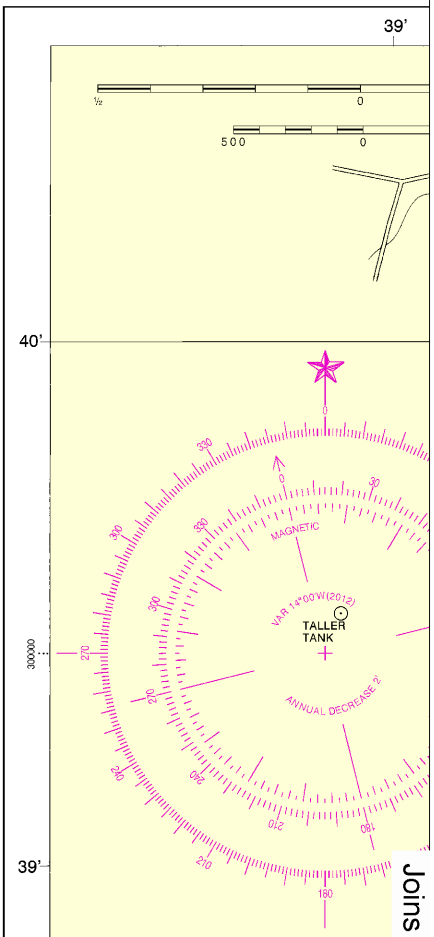
SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



Joins page 9

39'

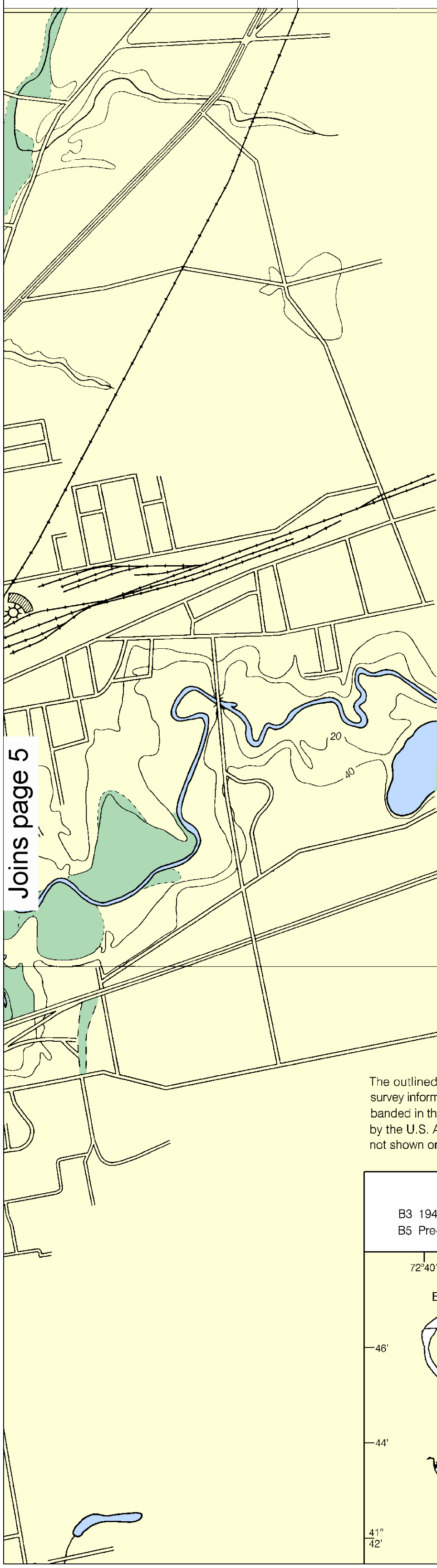


40' 39' 38'

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly NOS 12377B, C&GS 267, 1st Combined Ed., Aug. 1954 G-1948-709 KAPP 2159



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.359" northward and 1.680" eastward to agree with this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

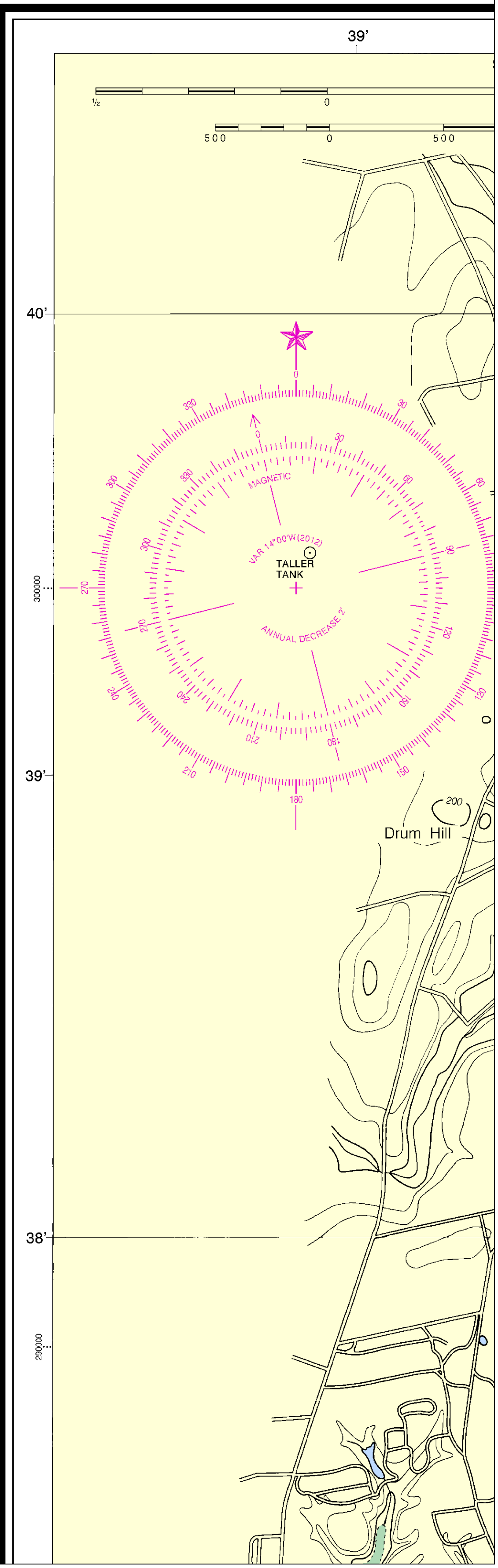
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage

Joins page 10



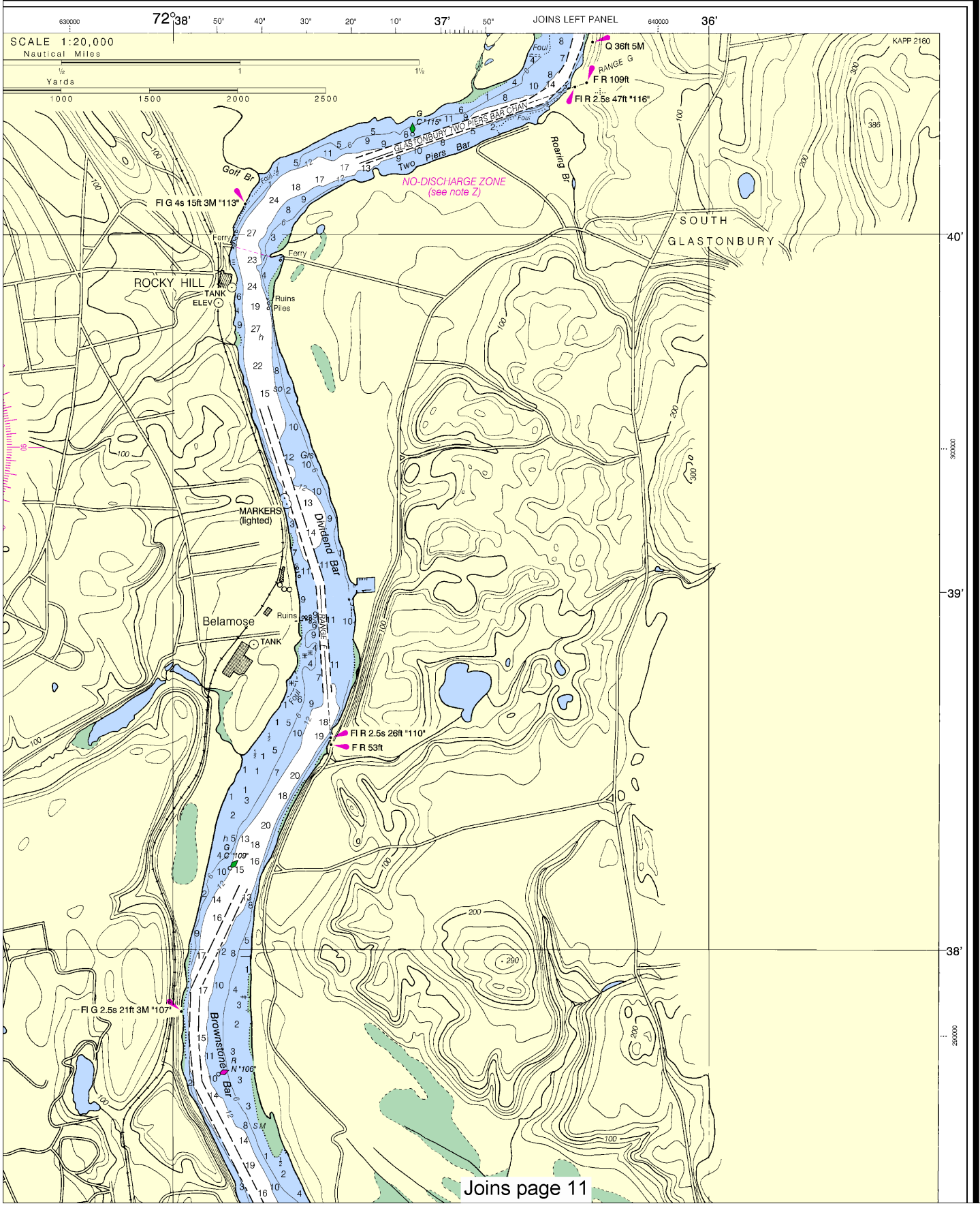
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

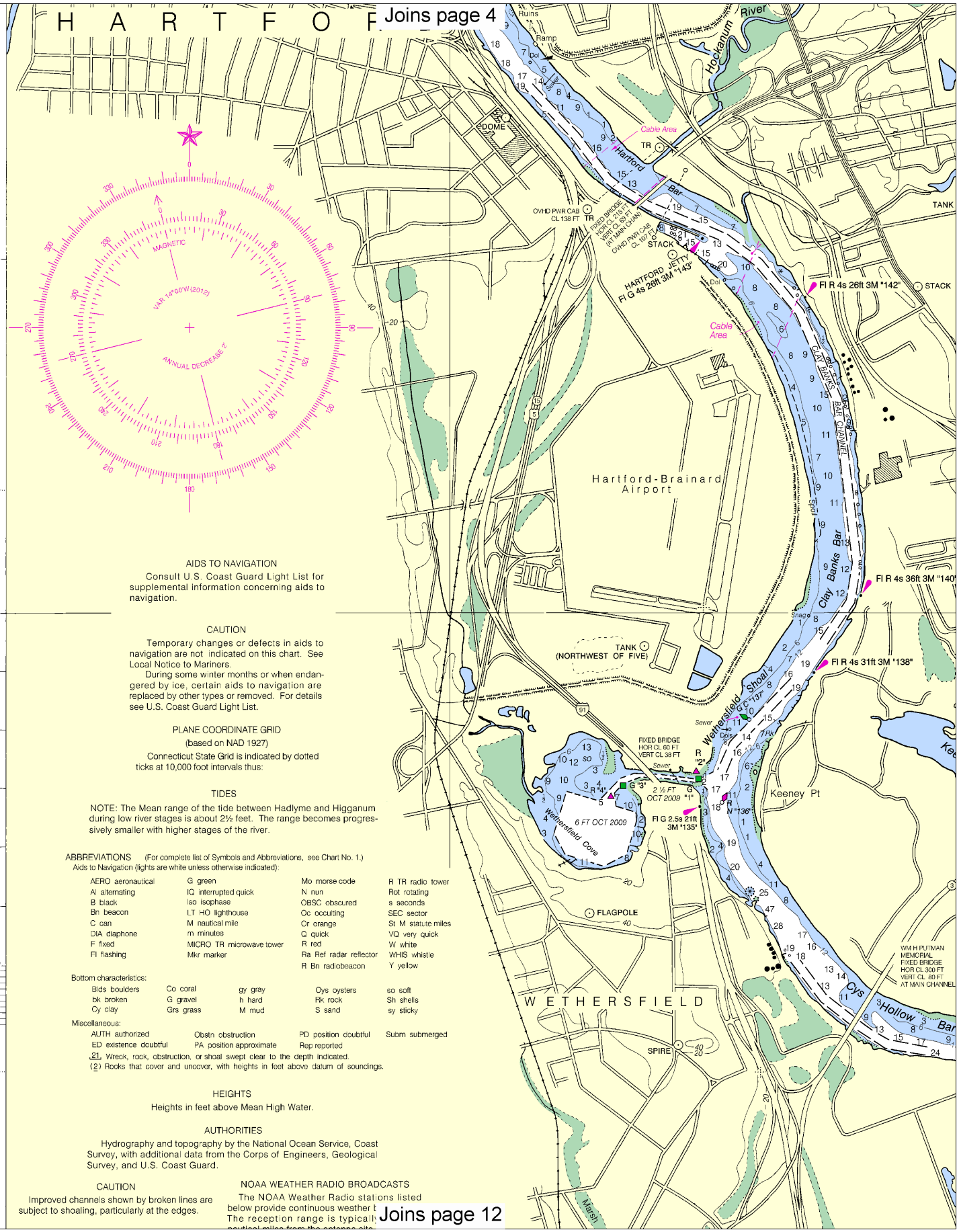
Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(based on NAD 1927)

Connecticut State Grid is indicated by dotted ticks at 10,000 foot intervals thus:

TIDES

NOTE: The Mean range of the tide between Hadlyme and Higganum during low river stages is about 2½ feet. The range becomes progressively smaller with higher stages of the river.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather b
The reception range is typicall
nautical miles from the antenna site

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 5

banded in this diagram b ...els maintained by the U.S. Army Corps c... ...urveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage

CONNECTICUT RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2011 AND SURVEYS TO SEP 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MOUSE ISLAND BAR CHANNEL	15.0	12.7	10.9	8-10	150	0.7	15
PORTLAND BAR CHANNEL	12.6	12.4	13.1	8-10	150	0.3	15
CROMWELL BAR CHANNEL	13.7	13.1	12.3	8-10	150	0.6	15
GILDERSLEEVE ISLAND SHOAL CHANNEL	11.7	13.8	8.5	8-10	150	0.9	15
PISTOL POINT BAR CHANNEL	7.4	7.4	8.7	8-10	150	1.0	15
BROWNSTONE BAR CHANNEL	12.8	11.5	10.7	8-10	150	0.9	15
DIVIDEND BAR CHANNEL	8.9	9.1	9.4	8-10	150	0.6	15
GLASTONBURY-TWO PIERS BAR CHANNEL	12.0	12.7	13.7	9-10	150	1.2	15
GLASTONBURY UPPER BAR CHANNEL	13.5	13.5	13.7	9-10	150	0.9	15
PRESS BARN BAR CHANNEL	13.4	13.8	14.6	9-10	150	0.1	15
NAUBUC BAR CHANNEL	13.8	8.3	6.4	9-10	150	0.5	15
CVS HOLLOW BAR CHANNEL	15.0	14.7	13.4	9-10	150	0.5	15
WETHERSFIELD SHOAL CHANNEL	11.6	11.7	13.0	9-10	150	0.4	15
CLAY BANKS BAR CHANNEL	9.9	10.5	11.3	9-10	150	1.6	15
HARTFORD BAR CHANNEL	10.1	8.4	8.6	9-10	150	0.4	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

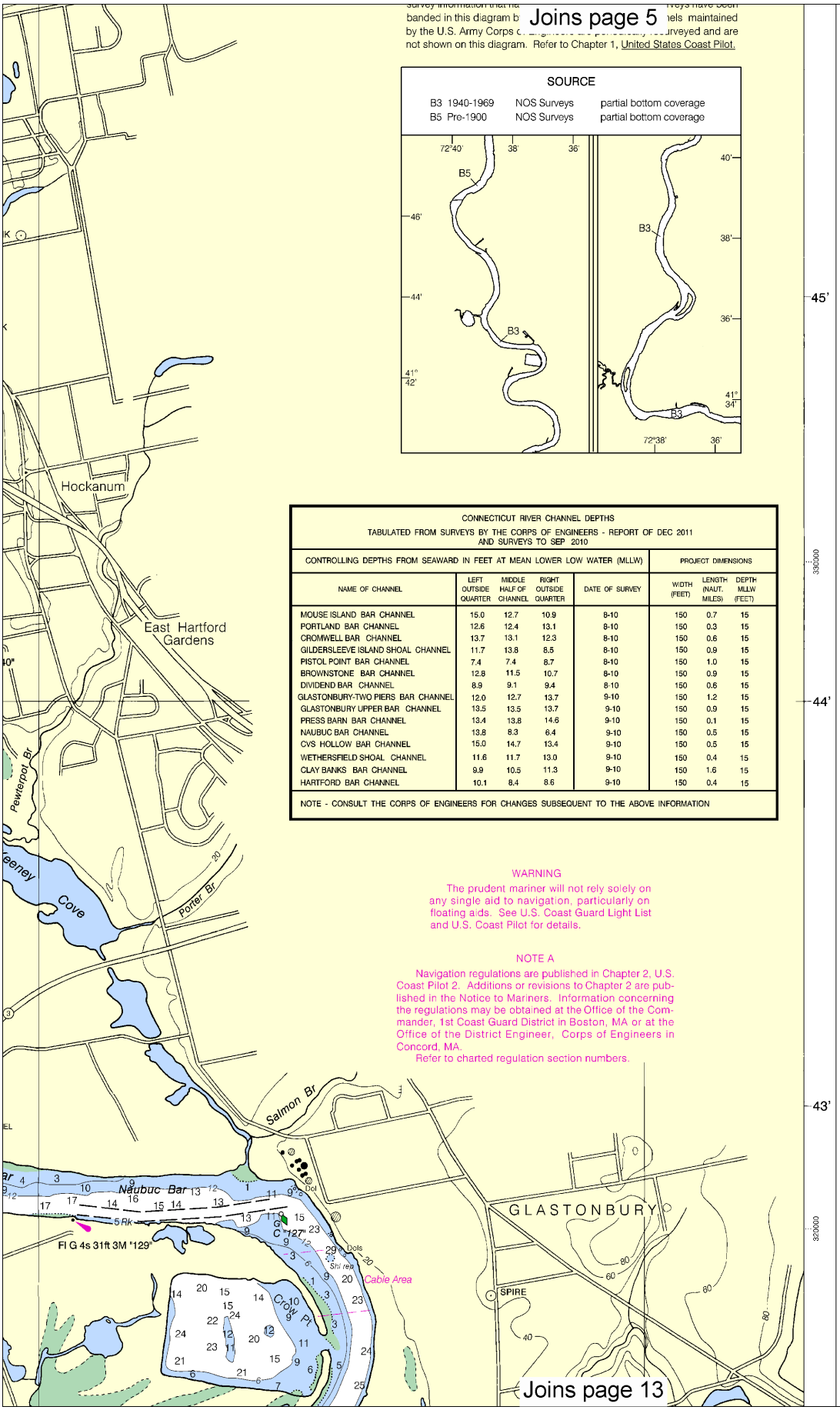
WARNING

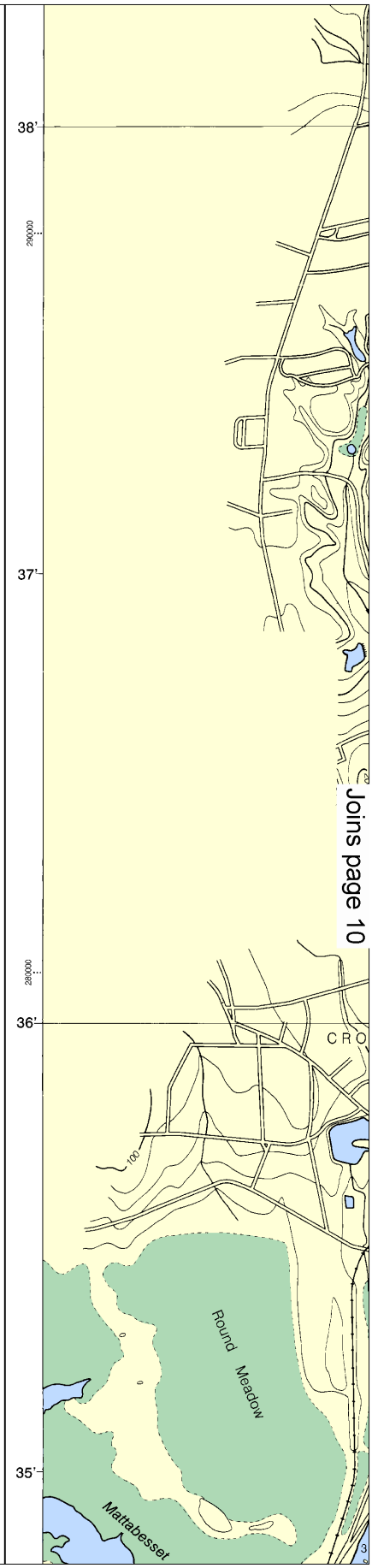
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.





Joins page 10

Joins page 13

banded in this diagram by date and type of su… by the U.S. Army Corps of Engineers are peri… not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 6

SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage

CONNECTICUT RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2011 AND SURVEYS TO SEP 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MOUSE ISLAND BAR CHANNEL	15.0	12.7	10.9	8-10	150	0.7	15
PORTLAND BAR CHANNEL	12.6	12.4	13.1	8-10	150	0.3	15
CROMWELL BAR CHANNEL	13.7	13.1	12.3	8-10	150	0.6	15
GILDERSLEEVE ISLAND SHOAL CHANNEL	11.7	13.8	8.5	8-10	150	0.9	15
PISTOL POINT BAR CHANNEL	7.4	7.4	8.7	8-10	150	1.0	15
BROWNSTONE BAR CHANNEL	12.8	11.5	10.7	8-10	150	0.9	15
DIVIDEND BAR CHANNEL	8.9	9.1	9.4	8-10	150	0.6	15
GLASTONBURY-TWO PIERS BAR CHANNEL	12.0	12.7	13.7	9-10	150	1.2	15
GLASTONBURY UPPER BAR CHANNEL	13.5	13.5	13.7	9-10	150	0.9	15
PRESS BARN BAR CHANNEL	13.4	13.8	14.6	9-10	150	0.1	15
NAUBUC BAR CHANNEL	13.8	8.3	6.4	9-10	150	0.5	15
CVS HOLLOW BAR CHANNEL	15.0	14.7	13.4	9-10	150	0.5	15
WETHERSFIELD SHOAL CHANNEL	11.6	11.7	13.0	9-10	150	0.4	15
CLAY BANKS BAR CHANNEL	9.9	10.5	11.3	9-10	150	1.6	15
HARTFORD BAR CHANNEL	10.1	8.4	8.6	9-10	150	0.4	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

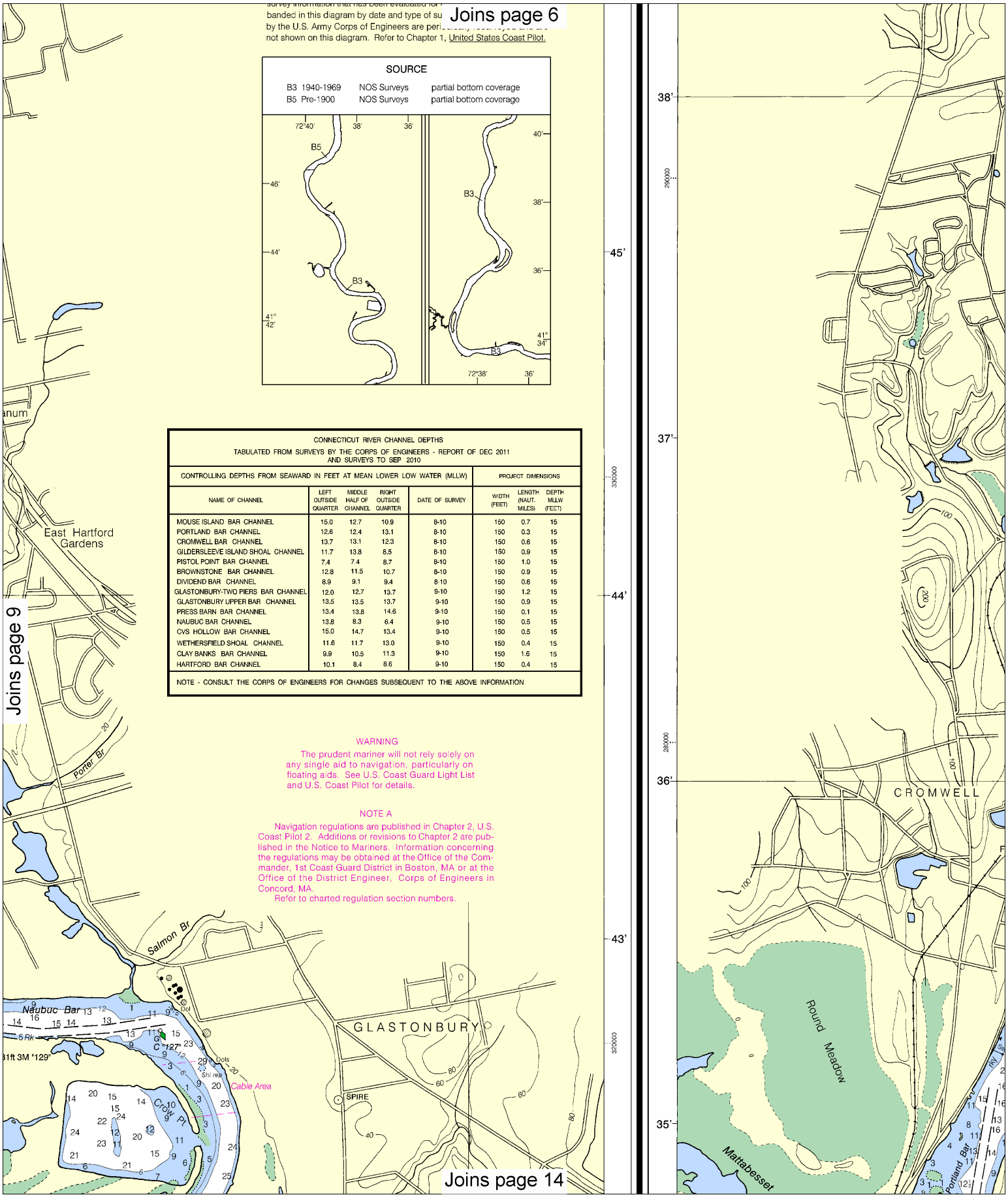
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

Joins page 9

Joins page 14

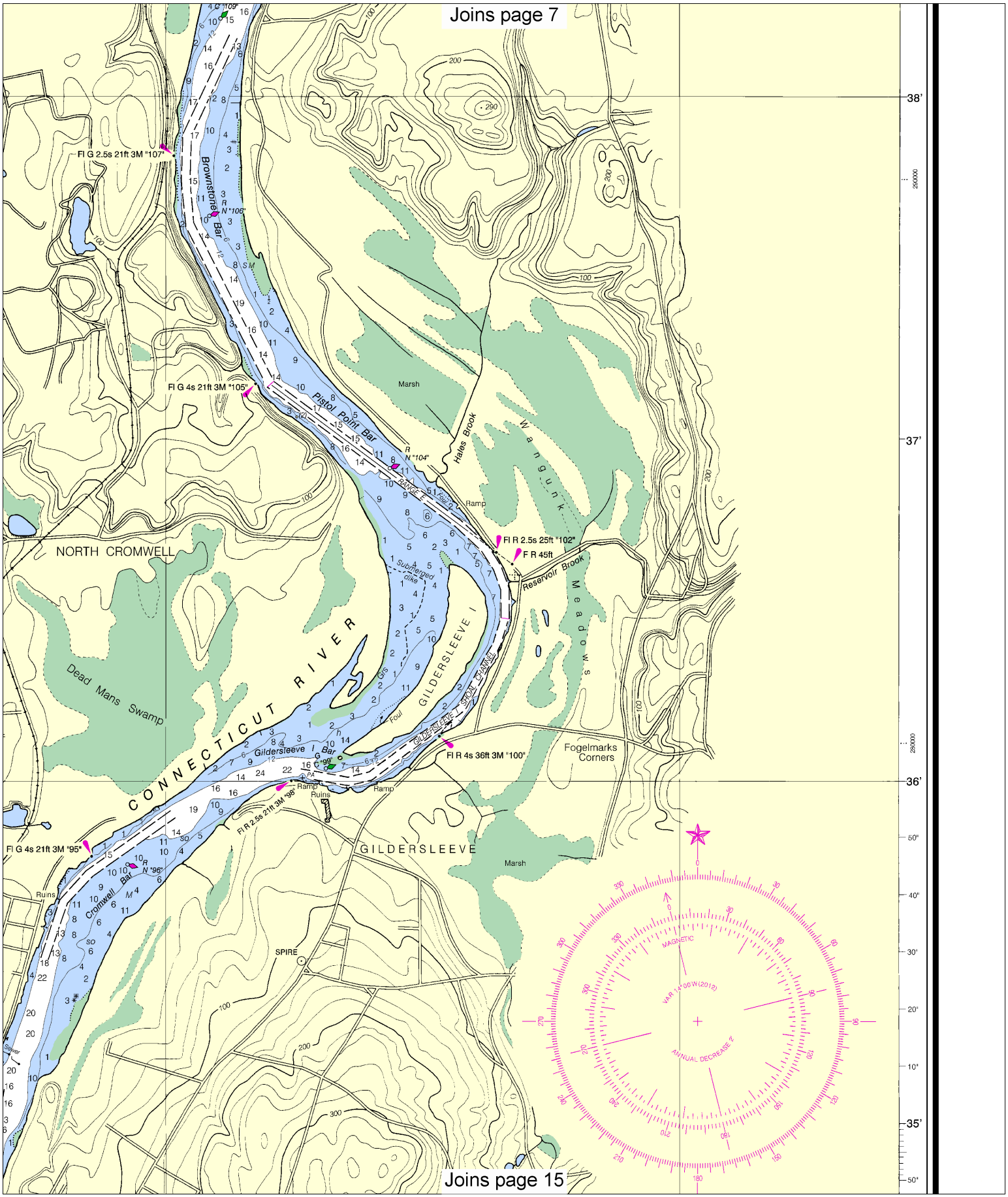


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
Fl G 2.5s 21ft 3M "107"
Brownstone Bar
R N "106"
Fl G 4s 21ft 3M "105"
Pistol Point Bar
R N "104"
Marsh
Hales Brook
Wangunk Meadows
Ramp
Fl R 2.5s 25ft "102"
F R 45ft
Reservoir Brook
NORTH CROMWELL
Submerged dike
GILDERSLEEVE I
SPOIL CHANNEL
Dead Mans Swamp
CONNECTICUT RIVER
Gildersleeve I Bar
Fl R 4s 36ft 3M "100"
Fogelmarks Corners
Ramp
Ruins
Ramp
Fl R 2.5s 21ft 3M "98"
Fl G 4s 21ft 3M "95"
GILDERSLEEVE
Marsh
Ruins
Cromwell Bar
R N "96"
SPIRE
MAGNETIC
VAR 14°00'W(2012)
ANNUAL DECREASE 2°
Joins page 15
38'
37'
36'
35'

Joins page 8

Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hartford, CT	WXJ-41	162.475 MHz
Meriden, CT	WXJ-42	162.400 MHz
New London, CT	KHB-47	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CONNECTICUT

CONNECTICUT RIVER

BODKIN ROCK TO HARTFORD

Mercator Projection
Scale 1:20,000 at Lat. 41° 40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

10' 43' 50' 320000 41° 42' 41' 41' 820000 72°40' 50" 40" 30" 20" 10" 39' 50" 830000

FLAGPOLE
WETHERSFIELD
SPIRE
WM H PUTMAN MEMORIAL FIXED BRIDGE HOR CL 300 FT VERT CL 80 FT AT MAIN CHANNEL
Cys
Hollow
Bar
Marsh
Fl G 2.5s 37ft
RANGE J
F G 51ft
Marsh
South Wethersfield
Fl G 4s 26ft 3M "125"
Marsh
Quarry
Marsh

15th Ed., Feb. /12 ■ Corrected through NM Feb. 18/12
Corrected through LNM Feb. 7/12

12378

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigat
Ocean Service encourages users to submit corrections, additions,
improving this chart to the Chief, Marine Chart Division (N/CS2)
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

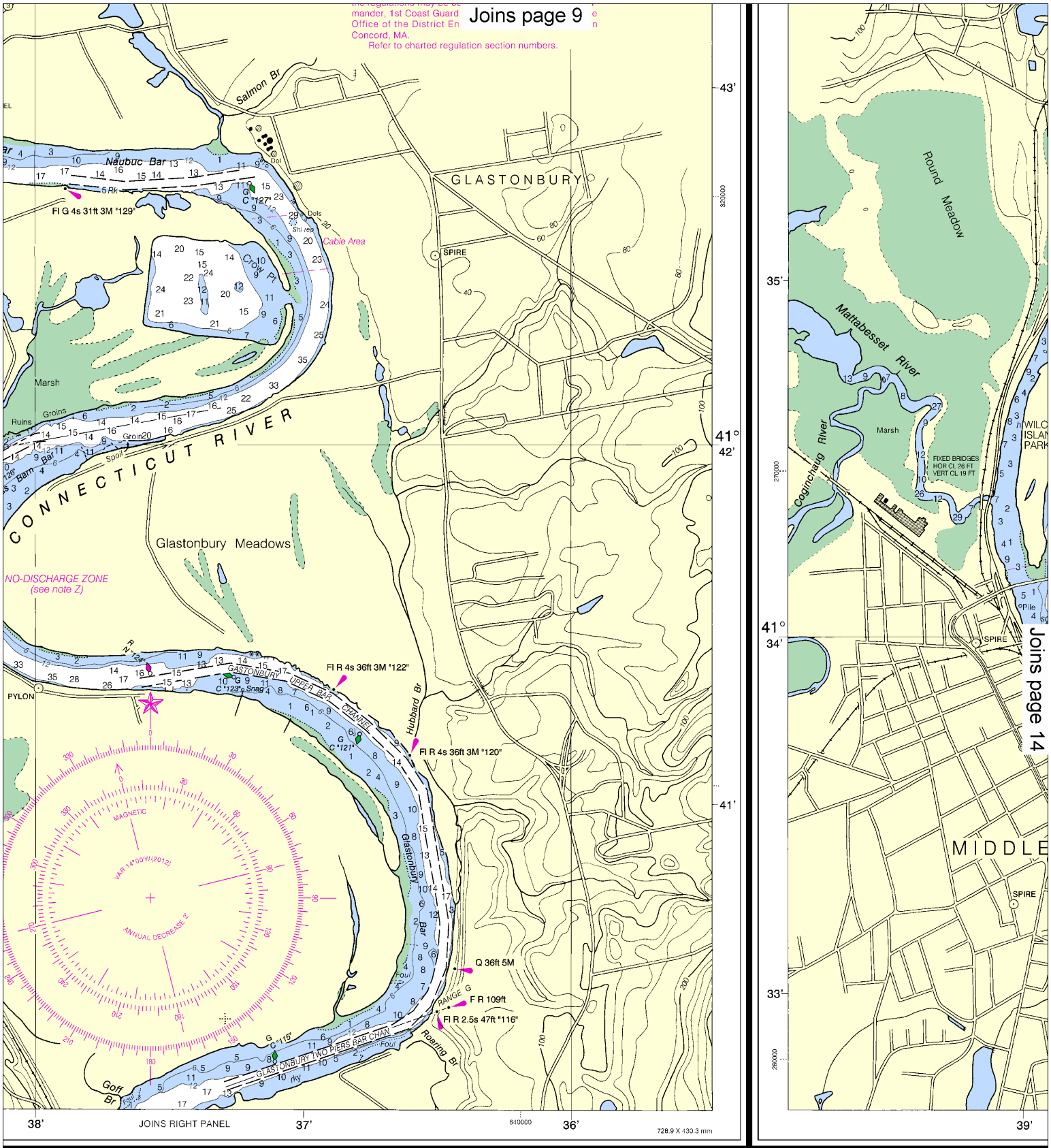
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500

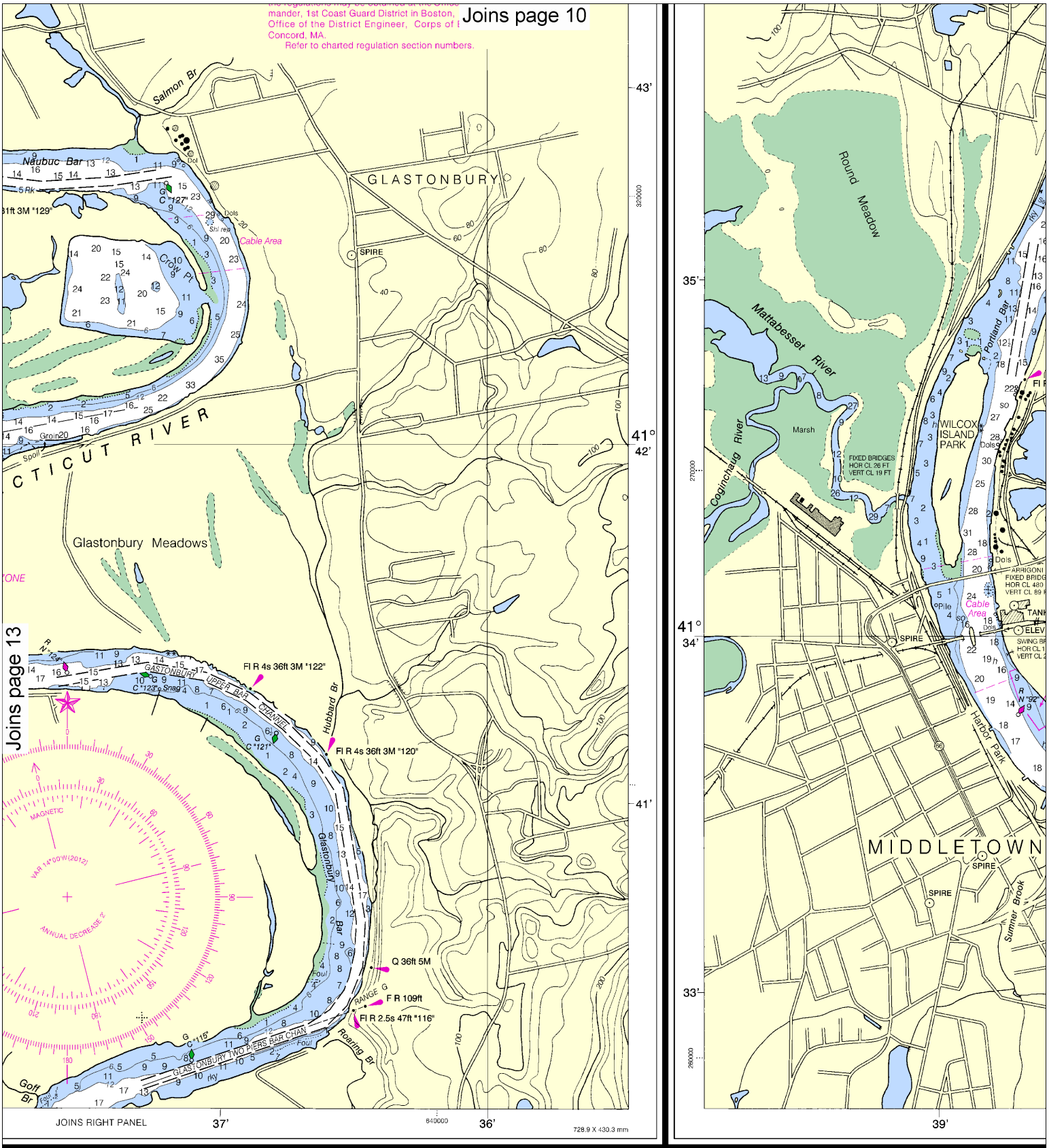


gation. The National
s, or comments for
2), National Ocean

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1 2 3 4	



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

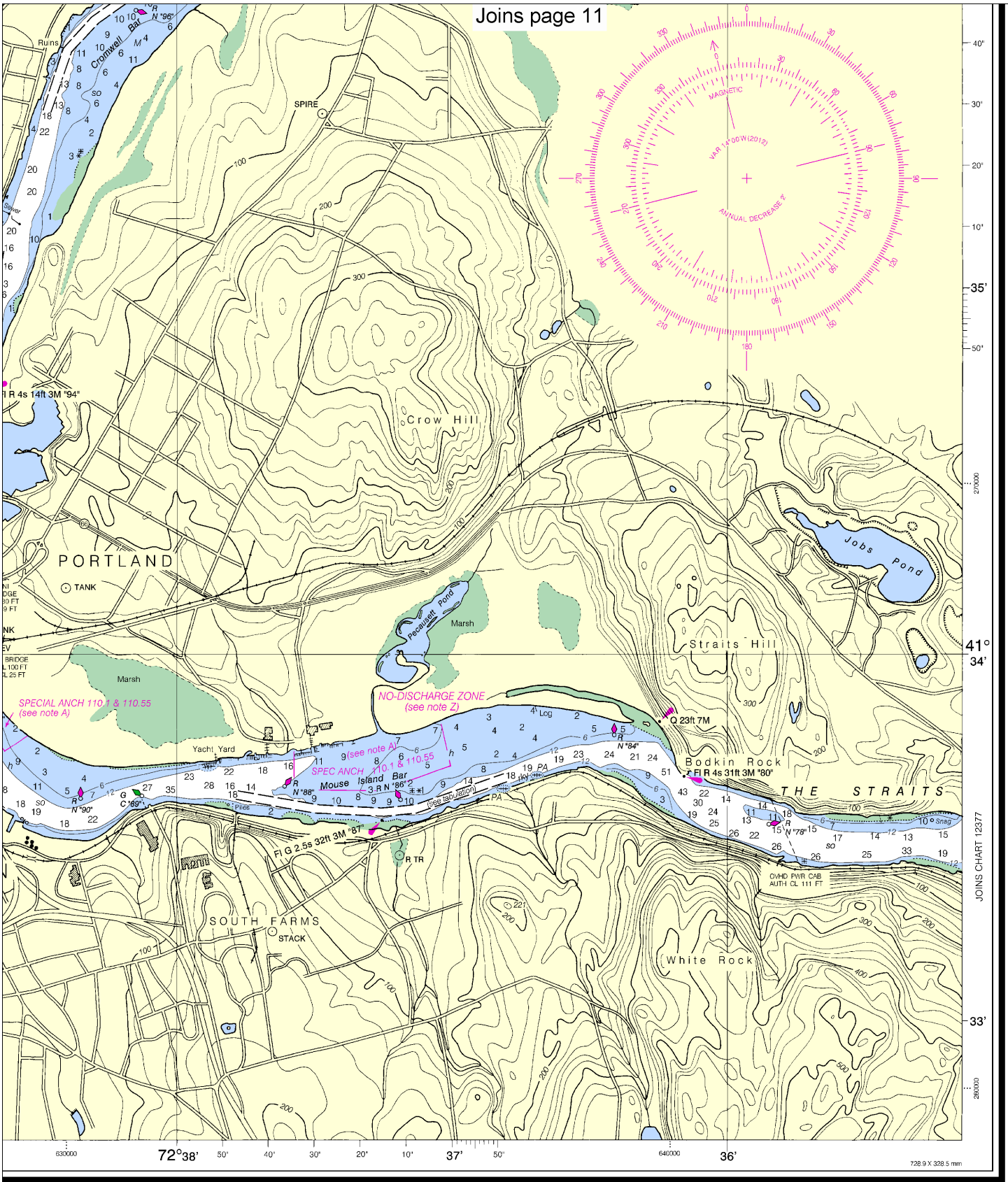
FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1 2 3 4 5 6 7 8 9 10 11					

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Connecticut River, Bodkin Rock to Hartford

SOUNDING IN FEET - SCALE 1:20,000

12378

ED. NO. 15

NSN 7642014627124

NGA REFERENCE NO. 12XHA12378

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

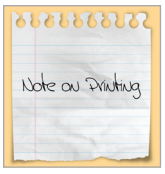
All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker